

# THE OGDEN AUTOMOBILE DEALERS

## Three Standard Values

**Hudson**  
SUPER-SIX  
F. O. B. Ogden  
Touring and Roadster  
\$1500

**Maxwell**  
F. O. B. Ogden  
Touring, \$745  
Roadster \$725

## PIERCE ARROW

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**\$4150 and \$6250**

Hundreds of owners prove beyond a doubt the value of these cars. No claims, no experiment—just honest, convincing value testimony. Let us show you. N

WE HAVE MANY BARGAINS IN  
SECOND-HAND CARS

**Ogden Motor Car Co.**

2331-33 Hudson Ave.

L. L. Hains, Mgr.

Phone 460

## Automobile Trouble

This Department Will Appear on Alternate Weeks, and Will Clear Up Many Troubles Encountered By Automobile Owners.

### REMOVING CARBON DEPOSITS

We have an auto that has run a little over 10,000 miles without the engine being cleaned of carbon. What I want to know is this: Is there a carbon remover on the market that will do the work without tearing the engine down? If there is, would you please inform me where I can get it? I have tried water, but either I don't know just how to use it or don't use enough, or something is wrong. The engine is very dirty. We can speed up to twenty-five miles per hour, then it begins to miss fire and can't catch fire regularly again until you almost stop and start pulling hard, then it will pull right as long as it has to pull rather hard. It pulls best on an up-grade at about fifteen miles per hour. Is it carbon causing this? Would you advise tearing down or using a decarbonizer?

Is carbon remover a good kind to use? I see some magazines advertise is highly—W. R. B. Answered—Kerosene is commonly used to remove the carbon deposits from gasoline engines, but it is most effective when used before the carbon has hardened and baked tight to the walls of the cylinder head. There are a great many compounds on the market for removing carbon deposits from engines. If you use one of these be careful to get one that comes to you well recommended. Water is not considered a decarbonizing agent, but it will, if properly used, prevent an engine, especially a kerosene engine, from becoming carbonized as much as it would be if water was not used. But no automobile are equipped to use water. A car which has run 10,000 miles should be taken down and have the carbon carefully scraped out, and be overhauled as well.

The carbon deposit is not causing your engine to miss. This might be caused by one of several things. Your carburetor might be out of adjustment so that too lean a mixture is provided at high speeds or the carburetor might be dirty, or the trouble is in the ignition system. More than likely the last mentioned is your trouble.

If the timer or distributor is dirty or gummed up it will not work at high speeds and will stick so as to give this characteristic action. If the contact points are worn they will probably cause the engine to misfire at high speeds.

Would advise that an engine that has traveled 10,000 miles should be overhauled before being put through another long season's work.

### DEFECTIVE CLUTCH BAND

(1) I have a car. When I put my foot on the clutch it always jolts and jars. It does not go smoothly. The clutch band is hard and glossy.

(2) Can I use a clutch band that is considerably, yet in some cases they

inter woven with brass wire?

(3) Can I get a softer band?

(4) Can I use a strip of leather for clutch bands?—P. Bros.

Answer—(1) The low speed band on this car will grip and cause the jolts and jars you speak of if it is too loose. When the band is too loose the end of the band must be pushed past the point above the center of the drum when starting the car, and this causes the gripping. Tighten the band by screwing in the adjusting bolt, which will be found on the side of the transmission case. If this will not improve matters a new band lining is necessary.

(2) Having a clutch band interwoven with brass wire would be of doubtful benefit. If strands of the brass should break out there is a great possibility that they will work around into the magneto and short circuit a part of it.

(3) My experience with these cars leads me to say that a softer band, unless it would be a leather one, would be impracticable.

(4) Leather makes very good band linings. Care must be taken, however, to see that good, smooth leather of uniform thickness and of the very best grade is used, and it must be well stretched when riveted on the band or it will give trouble.

### RELINING TIRES

(1) Does it pay to put reliners in auto tires that are about half worn?

(2) If so, how much will it be likely to prolong the life of the tires?

(3) Is it partial guarantee against blowouts and puncture?

(4) Would a liner that laps entirely around the inner tube be better than one just lining the inside of the casing?

(5) Does the extra weight make any difference in the driving of the car?

(6) How are the liners fastened in?

—H. V. P.

Answer—(1) There is a great difference in opinion as to the usefulness of reliners, and at the present time their use is not as prevalent as it was a few years ago. If the fabric of the tire shows some weak spots a reliner is often a good thing. It reinforces the fabric of the tire and takes some of the strain off the weak places. As long as the fabric of a tire is in good condition it is not advisable to use reliners, and many motorists prefer to have a weak spot in the fabric patched rather than use reliners.

(2) The increased mileage obtainable from a tire using a reliner is problematical. It will depend upon the condition of the tire fabric when the reliner is applied and the amount of abuse it receives. In most tires reliners will increase the mileage.

(3) Reliners will increase the mileage

do not seem to lengthen the life of the tire at all.

(4) Yes. The strength of the tire lies in its fabric, and if that is reinforced there will be less liability of a blowout. But at best there will be a slight rubbing between the relined and the tire. This means friction, heating and wearing of the reliner and the fabric, so if the tire is thoroughly sound the benefits are, in my estimation, more than made up for by this increased wear.

(5) The more the inside surface of the tire is covered with the reliner, the more it will be reinforced, and this will mean the least slipping between the reliner and the casing.

(6) At ordinary driving speeds the reliner will have no noticeable effect on the driving qualities of the car.

(7) A reliner is placed smoothly inside the casing. The air pressure in the tire holds it in place.

## Three Advertisements in One

Latest information about the New Grant SIX from the Grant Motor Company, Findlay, Ohio



### A Beauty Car

You will be surprised at the beauty of the new Grant Six.

Without question it is one of the handsomest cars of the year.

Its body not only has beautiful lines but correct and graceful proportions.

It is of the modified boat-line type. Smooth, unbroken lines from front to rear; no moldings; doors are flush and extra wide, "U" shape.

The finish is unusually fine. Body in Brewster green; fenders, hood and chassis in black enamel.

Seats are extra wide. A six-foot man can stretch his legs with comfort in both front or rear seat.

Cushions are soft and deep. Upholstery is luxurious. It is difficult to imagine greater comfort, more real luxury.

Grant Six carries five passengers with solid comfort. And the 1916 Six has finer steering gear, larger brakes, greater gasoline capacity, handsome radiator—is refined and improved at every point.



### A Wonder Motor

The Unit Power plant of the Grant Six excites admiration.

We urge comparison of the motor with any six at any price.

Grant Six motor is 3x 4 1/4, overhead valves, exclusive Grant design—Replaceable tappets—noiseless. Unit Power plant.

Overhead valve motors are highest in cost—but they deliver the most power with the greatest economy.

Grant owners average 24 miles to the gallon of gasoline—900 miles to the gallon of oil.

And Grant Six throttles down to 1 1/2 miles an hour and hangs on. Speeds up to 50 miles within a few blocks—and has the quickest getaway, the swiftest action you ever saw in a motor.

Rayfield Carburetor. Atwater Kent ignition. Allis-Chalmers Starting motor and generator. Extra large battery carried in steel basket under front of right running board splasher.

But—it isn't the specifications that makes the motor worth while; it's the motor that makes the specifications worth while.



### We Suggest a Demonstration

Before you buy any car at any price get a road demonstration of a Grant Six.

That suggestion is based on the idea that you honestly want the MOST for your money.

Not the most in weight nor the most in showiness—but

The MOST in VALUE—the most in CAR worth. Grant Six offers you the largest, roomiest body of any car below a thousand dollars.

It offers you the smoothest, most powerful motor.

It offers you the most substantial chassis—frame, axles, wheels, transmission, spring construction.

It gives you the hand-somest body lines—and a thoroughly proven construction.

It is the SIX of economy and therefore the SIX of greatest luxury. Its price is \$795 complete.

Last season dealers couldn't get enough of them. The still greater value makes it safe to predict an even stronger demand this season.

GOODALE-SCOVILLE CO.

2441 Grant Ave., Ogden.

### BRIGHAM CITY WILL HAVE CLEAN-UP DAY

Brigham City, March 24.—Brigham will have a regular clean-up day next week. Thursday has been designated as the time for the noteworthy event, and with the Civic Improvement club back of the movement, it is anticipated that a great deal of work will be accomplished throughout the city. The proposition is receiving a great deal of attention by the club women, and a systematic campaign has been

inaugurated to arouse interest in cleaning up private premises, as well as the streets and public places. It is the purpose of the club to induce every business house to close during the afternoon, so as to permit clerks and business men to get out and work.

Read the Classified Ads.

Read the Classified Ads.

Read the Classified Ads.

## Grand Juries Indict "Purchasing" League Solicitors. Ordered To Go!

**WE SELL  
TIRES AND  
TIRE  
ACCESSORIES**

That are guaranteed to be of first quality.

We are here to stay in business and give

you something for your money.

Local Automobile Owners will be interested to know we have protected their interests—and we stand ready to prove that "Purchasing" leagues operating over the country have buncoed auto owners.

To some the price was \$5.00;

to others \$7.50; and to others

\$10.00—and what do they

get?

**WE DO  
EXPERT  
VULCANIZING**

We have every facility to give the best possible workmanship—and our years of experience at your service.

We are now exclusive agents for Weber County for the

MILLER TIRES AND TIRE

ACCESSORIES.

**CUT-PRICE  
ASSOCIATION FALLS  
FOUL OF THE LAW**

President of International Automobile League and Representatives Indicted by the Grand Jury of Uniontown, Pa.

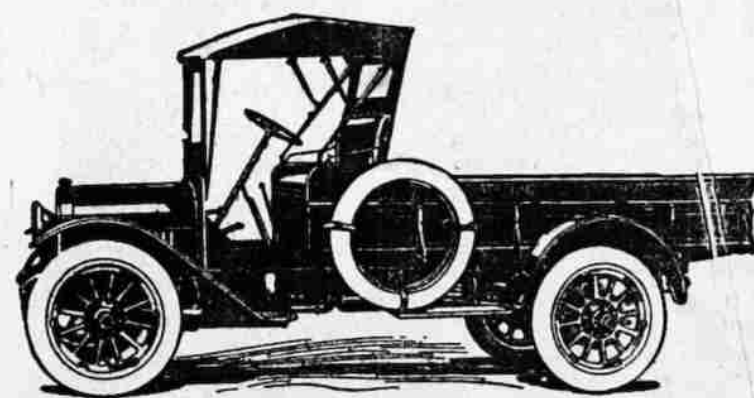
(From the Motor World.) Uniontown, Pa., March 10.—The grand jury has indicted A. C. Bidwell, president of the International Automobile League, Buffalo, N. Y., and two of its representatives, Harry Amos Van Auker and F. A. Chapman, on charges of conspiracy and obtaining money under false pretenses. Bidwell and Van Auker are at large; Chapman is under arrest.

The Standard Automobile Garage, this city, charges that Van Auker, exhibiting a power of attorney signed by A. C. Bidwell and an Illinois surety bond, agreed to furnish an Illinois surety bond in the amount the garage would pay for a jobber's contract issued by the I. A. L. However, upon accepting this contract, which purported to enable the garage to purchase accessories and supplies at from 10 to 33 1/3 per cent of the manufacturer's wholesale price, the bond which was returned was not an Illinois surety bond but a bond of the I. A. L., which was almost an exact imitation of an Illinois surety bond.

An investigation by the garage proved, it states, that the league has no contracts with manufacturers of standard supplies and accessories, and the league denies Van Auker's authority, in spite of the power of attorney he carried.

Richard H. Lee, chairman of the A. A. A. legislative board and president of the Cleveland (Ohio) Automobile club, states in the Ohio Motorist:

"Owing to the great number of individuals throughout the United States who have at one time or another contributed to the International Automobile League, Inc., of Buffalo,



**BUICK  
Value-In-Head  
1 Ton Truck  
\$1,350.00**

F. O. B. Ogden

Demonstration for the Asking

**Wotherspoon &  
Jost Auto Co.**

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Tires and  
Tire Accessories  
that are  
Guaranteed.

**Utah Tire Repair Co.**

2582 Wash. Ave

(Ogden)

Telephone 794.

Expert  
Vulcanizing  
All work  
Guaranteed